

## Executive Summary 2007/2009

The San Francisco Bay Region Harbor Safety Committee is concerned with navigation, security and environmental issues that impact the San Francisco Bay Area. The period covered by this Harbor Safety Plan update was an exceptionally active time. On November 7, 2007, the cargo ship Cosco Busan struck the Bay Bridge in dense fog, spilling 53,000 gallons of bunker fuel into the Bay and beaches. Within days Governor Schwarzenegger directed that the state investigate the causes of the allision and make appropriate recommendations to prevent such an occurrence from happening again. The Office of Spill Prevention and Response (OSPR) called upon the Harbor Safety Committee to analyze the issues outlined in the directive and to make recommendations. After a series of many public work group meetings, the Harbor Safety Committee completed its report in July 2008, which was sent to the Governor.

Concurrently, the five California Harbor Safety Committees were directed by OSPR to adopt Best Maritime Practices that provide important guidelines for safe, reliable and environmentally sound vessel movements in each harbor. As a result of both processes, the Harbor Safety Committee adopted nine Best Maritime Practices addressing vessel movements during reduced visibility and severe weather, defined commute ferry routes, enhanced training for pilots on electronic navigation systems, and emergency training for tug escorting (see Appendix A). These guidelines are incorporated into the U.S. Coast Pilot, the Coast Guard Vessel Traffic Service (VTS) Manual and the San Francisco Bar Pilots Operations Manual.

During 2007-2009:

- The Tug Escort Work Group analyzed the Cosco Busan allision relative to tug operations, concluding there was no current evidence that tug escorting would have prevented the allision or similar incidents from occurring. The Work Group developed Best Maritime Practices for the use of simulator training for emergency tug escort response, for tugs with tows operating in reduced visibility and for operating during severe weather conditions. The Work Group also updated the Escort Plan document used by tankers for the Master/Pilot exchange prior to entering the Bay.
- The Navigation Work Group analyzed a number of components in the Governor's directive – speed limits, crew staffing requirements and Vessel Traffic Service authority over ship movements. In addition, the Work Group developed Best Maritime Practices for large vessels over 1600 gross tons operating in reduced visibility and in severe weather conditions and for enhanced training for licensed pilots in advanced electronic navigation systems. The Work Group worked with the Tug Escort and Ferry Operations Work Groups to craft similar guidelines for other vessels in the Bay.

- The Ferry Operations Work Group for commute ferries established a maneuvering zone radius for the San Francisco Ferry Building ferry terminals and a maneuvering zone protocol; agreed upon communication protocols en route; and identified and produced maneuvering routes for nautical charts. The Work Group developed Best Maritime Practices for commute ferries operating in reduced visibility and in severe weather conditions.
- The Prevention Through People Work Group continued distribution of ‘Kayakers, Be Alert!’ safety materials, updated the “Where the Heck is Collinsville?” brochure and, with the VTS, designed a poster about hoax “Mayday” calls at the request of the Coast Guard. In addition, the Harbor Safety Committee adopted the previously produced communication protocol for safe bunkering operations alongside cargo vessels as part of the Best Maritime Practices Program.
- The Physical Ocean Real Time System (PORTS) Work Group obtained funding, which continued the system’s administration by the Marine Exchange. Additional funding was obtained from Tesoro to purchase and install a current and MET sensor on the Avon Wharf. Installation of additional PORTS sensors was begun as state funds became available to support deep draft vessel navigation, the commute ferry system and the marine community. PORTS completed re-activation and equipment upgrades as new funding became available.

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